May 21, 2014: ABF Notifies Great Dane of thermal events occurring on 2015 convertor dollies.

May 21, 2014: Bendix notified of issues and states they will go to work to determine the cause of the reported thermal events.

May 22, 2014: Great Dane and Bendix representatives inspect dolly, FK245463, in Hazelhurst, GA. The cause of the fire was determined to be brake drag. All mechanical aspects of the brake system appeared to be in good order; however the pneumatic system could not be tested due to fire damage. The valves were removed and shipped to Bendix for further analysis. Equipment and subsequent valve inspection inclusive as to root cause of incident.

May 23, 2014: Great Dane representative inspects dollies at the ABF location in Conyers, GA to confirm correct air line routing per engineering drawings. All inspected units are confirmed to match the drawings.

May 28, 2014: Great Dane dealer representative inspects dolly FK245445 in Omaha, NE, and provide photos.

May 29, 2014: Bendix makes arrangements to have dolly FK245445 shipped to their engineering center in Elyria, OH for first hand analysis.

June 5, 2014: Bendix reviews their findings with Great Dane representatives. The pneumatic system on FK245445 performs within established parameters. Inspection results inconclusive as to cause.

June 13, 2014: ABF reports thermal event on FK245404.

June 17, 2014: Bendix team inspects complete train involved with FK245404 thermal event and finds all pneumatic systems perform within established parameters. Brake stroke was noted to be within established parameters as well. Root cause inconclusive.

June 18, 2014: Great Dane Atlanta Branch reports thermal event on dolly FK245496 and provides photos.

June 19, 2014: Bendix questions the specifications on the brake shoe return spring. Great Dane confirms that the photos Bendix has provided show a spring that has annealed due to heat exposure, and is no longer in its original form. Condition of brake return spring was determined to be a result of the incident not causal.

June 20, 2014: Great Dane Atlanta Branch reports picking up FK245450, and FK245404 from ABF for Bendix inspection.

June 23, 2014: Bendix Representative inspects FK245496, FK245450, and FK245404 at Great Dane Atlanta.

June 23, 2014: Bendix presents final findings for the train inspected in Carlisle, PA, and the dolly shipped to them from Omaha, NE. Bendix confirmed that of the dollies reported to have had thermal events, three have been investigated thoroughly and have been verified to be working correctly. Inspection results inconclusive as to cause.

June 24, 2014: Great Dane contacts foundation brake supplier for their input concerning the possibility of a foundation brake problem.

June 26, 2014: ABF reports a thermal event on dolly FK245458.

June 27, 2014: Great Dane reviewed issue with Meritor representatives. No connection to the foundation brakes was established as a potential cause. The failure mode not consistent with a foundation brake malfunction.

July 2, 2014: Great Dane and Haldex representatives inspect dollies: FK245496, FK245450, and FK245404 at Great Dane Atlanta. No issues were found with the installation, adjustment, or operation of the brake adjusters. Attempted to create a brake drag situation by connecting the air line incorrectly but could not create brake drag condition.

July 17, 2014: ABF reported a thermal event on dolly FK245510 in Phoenix AZ. ABF also mentioned that they observed a dolly in Roanoke, VA the previous day that had gotten very hot. ABF further stated that this dolly had been adjusted and tested by ABF previously and had been determined to operating properly at that time.

July 30, 2014: Discussion with NHTSA of status of convertor dolly inspections and notified them that all inspections have been inconclusive as to root cause of brake drag issues and that no defect had been identified.

September 10, 2014: Great Dane, Conmet, Meritor, Haldex, TSE, and Bendix perform joint inspection of a convertor returned by ABF to the Great Dane Kewanee, IL plant. Root cause of wheel end issue on this dolly determined to be the result of a tire run flat.

September 29, 2014: Great Dane & Bendix perform joint inspection of a convertor dolly returned to Savannah, GA. Malfunction of the TR-3 valve was noted and valve was returned to Bendix for analysis.

October 2, 2014: Great Dane confirmed with Bendix that the subject valve had been received and bench testing was being performed to confirm condition of the valve.

October 13, 2014: Bendix suggests that Great Dane substitute Bendix TR-3 valve part #281459 for production in lieu of TR-3 valve part #101450.

October 14, 2014: Great Dane performed a “swap” test of TR-3 valves with two ABF convertor dollies at the Kewanee, IL plant and results were similar to the condition noted in Savannah, GA test.

October 15, 2014: Conference call between Great Dane and Bendix; Bendix confirmed tolerance stack up interference with TR-3 valve returned from Savannah, GA but stated that they could not recreate a brake drag condition.

October 15, 2014: Great Dane call with NHTSA to discuss status of the issue. Great Dane notified NHTSA that supplier was working to determine suspect population time frame and remedy.

October 15, 2014: Initiation of Notice of defect.